

# GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY

## TECHNICAL TRANSPORTATION COMMITTEE

### MEETING MINUTES

MARCH 21, 2007

#### MEMBERS PRESENT

Jon Fricker  
Sallie Fahey  
Opal Kuhl  
Dave Buck  
Jim Knapp (proxy for Betty Stansbury)  
Bob Foley  
Marty Sennett  
H. Mike Yamin  
Lt. Chris Weaver  
Randy Walter

JTRP  
Area Plan Commission  
Tippecanoe County Highway Director  
West Lafayette City Engineer  
Purdue Physical Facilities  
Lafayette City Engineer's Office  
GLPTC  
INDOT - Crawfordsville  
Lafayette Police Department  
INDOT Urban & MPO Planning Section

#### NON-VOTING MEMBERS

Susie Kemp  
Dana Smith  
Tom Van Horn  
Doug Gendron

INDOT – Crawfordsville  
Lafayette-West Lafayette Chamber of Commerce  
Community Development/Redevelopment Dept.  
INDOT Crawfordsville, Permits Manager

#### ALSO PRESENT

John Thomas  
Doug Poad  
Melissa Baldwin  
Jeromy Grenard  
Bill Smith  
Joe Payne  
Steve Chmelik

APC  
APC  
APC  
West Lafayette Engineer's Office  
INDOT – Traffic  
West Lafayette Parks and Recreation  
Location Finders Inc.

Jon Fricker called the meeting to order at 2:00 p.m.

#### **I. APPROVAL OF THE FEBRUARY 21, 2006 MEETING MINUTES**

Opal Kuhl moved to approve the minutes of the February 21, 2007 meeting as submitted. Bob Foley seconded.

Dave Buck stated that Dave Franklin asked the question about the pneumatic counters and asked that that be corrected on the minutes.

The amended minutes were approved by unanimous voice vote.

#### **II. ACCESS PERMITS:**

SR 25 and South 4<sup>th</sup> Street, Rose Subdivision (Walgreens)  
Reconsideration of recommendation because of new information

Doug Gendron looked at the study and the request, which is for full access off SR 25. He was reluctant to suggest approving that unless something could be done to alleviate industrial traffic in that area. It was suggested that a right turn from the Walgreen's entrance eastward and tapers on SR 25 be constructed. He referred to the new drawing. INDOT feels that will improve the ability to access and exit Walgreen. According to the Walgreen study, 44% of the traffic wants to turn right onto SR 25.

Mike Yamin proposed amending the previous approval to include the right turn lane.

Jon Fricker asked who would pay.

Mike Yamin replied that the developer would pay. He went on to say that INDOT does not have enough right-of-way for the right turn lane.

Mike Yamin moved to amend the motion approving the ingress and egress for Walgreens on SR 25 to include the right turn lane onto SR 25. Opal Kuhl seconded.

Bob Foley added that the City of Lafayette supports the recommendation.

Steve Chmelik, Location Finders, thought the existing facilities would support the flow from Walgreen.

Doug Gendron stated that the purpose of adding the right turn lane is to improve the situation for everyone by providing full access.

Steve Chmelik stated that Location Finders has already dedicated the right-of-way to INDOT.

Mike Yamin stated that only the land to construct the right turn lane is needed.

Sallie Fahey stated that in the platting of Rose Subdivision, APC required to dedicate enough right-of-way be dedicated to meet the *Thoroughfare Plan*. If that dedication is not sufficient to construct the right turn lane, there would need to be an additional right-of-way dedicated. She does not know if the district has had an opportunity to review the additional right-of-way that was already dedicated. A 40' half-width is required for this arterial and has been deducted.

Mike Yamin stated that that is probably enough.

Jon Fricker asked if a Traffic Impact Study was done and asked how this will impact the subdivision that has been approved.

Steve Chmelik stated the study had been done.

Sallie Fahey added that if additional right-of-way is needed for the right turn lane, it can be dedicated in a separate document.

The motion was approved by unanimous voice vote.

### **III. TRANSPORTATION ENHANCEMENT GRANT:** Presentations by Lafayette and West Lafayette Prioritized by Committee

#### **1. LAFAYETTE:**

Bob Foley stated that this is a low budget application and is a linear trail in an existing utility corridor from the Munger Park area to Britt Farms Drive. He highlighted the proposed trail on the map. He and Jenny Bonner feel that is a great use of the easement. The utilities still have to be brought on-board and that can be done by constructing a trail that will support their maintenance vehicles.

Opal Kuhl asked if Duke Energy has been notified.

Bob Foley responded that talks have begun.

Randy Walter asked if the trail is connected to the parks.

Bob Foley again referred to the map and replied that the trail will be connected to the parks as well as the existing trail system.

Jim Knapp asked how many feet the trail will be.

Bob Foley stated that the trail will be 1.4 miles and cost an estimated \$797,390.00.

John Thomas asked who owns the land under the power lines.

Bob Foley stated that each property line that backs up to the easement will have to be looked at.

Sallie Fahey asked for a clarification.

Bob Foley responded that the power companies only own the easement and that the remainder of the land has individual property owners.

John Thomas asked where the southeast end of the trail will be.

Bob Foley stated that the trail will end at Britt Farm Drive. He then stated that the 80% reimbursal to the city will be \$637,912.00. He hopes to receive some grant money due to the fact that they have been turned down on several projects. He hopes this project is more attractive to the parties who approve the requests. He feels it is an interesting use of the large utility easements.

Opal Kuhl asked if the estimate includes the right-of-way costs.

Bob Foley replied that the estimate covers all costs associated with this project. He went on to say that the trail is a 12' wide with 1' stone on each side, which works well for bicyclers and joggers. The amenities will be bike racks, seating, and crossing protection at the streets.

## **2. WEST LAFAYETTE:**

Joe Payne stated that this application is the essentially the same one that has been brought before the Committee before. It is being presented again due to Indiana's new trail plan. He then distributed the new city plan and stated that the Wabash Heritage Trail is one of the priority State Visionary Trails and this request is to extend it to the north.

Opal Kuhl asked Joe Payne to point out the trail on the large wall map.

Joe Payne complied and responded that the dotted lines are the new trail.

Jon Fricker asked how the trail will cross SR 43.

Joe Payne provided a detailed map with the crossing on the north side of the SR 43 - Robinson Street intersection, noting that that is the most dangerous intersection in West Lafayette for bikes and pedestrians.

Jon Fricker asked if there will be a bicycle path on the trail.

Joe Payne responded that the bike path is a completely separate easement.

Joe Payne distributed cost summaries and stated that this is the most crucial piece to complete in West Lafayette. He further stated that last year this project finished in the top 25% but INDOT only funded the top 17%. Phase 1, indicated on the map in red, and Phase 2, indicated in blue, is up the hill. It will tie in with the bike trails on Salisbury Street. When completed, this will provide over 5 miles of continuous paved trail which will tie into the other 14 miles of paved trail. He discussed the amenities and how the proposal was changed to make the proposal more attractive.

Marty Sennett stated that there are 2 bus shelters on the proposed trail and asked if they will remain.

Joe Payne responded that 1 shelter is will be setback and that West Lafayette does not particularly like the other one. It is one of the most hazardous pedestrian spots in West Lafayette.

Jon Fricker asked if the cost is estimated at \$1,014,730.00.

Joe Payne stated that is correct and the city is asking for 80% in TE funds (\$811,784.00).

Bob Foley asked if the State Visionary Trail map is available online.

Joe Payne thinks it is available online and added that hard copies of the plan were sent out and available. He suggested looking at the INDR website.

Opal Kuhl sees merit in both of the plan with the difference being that West Lafayette does not need right-of-way for their application.

Sallie Fahey stated that Lafayette proposal may qualify for a Safe Routes to School Grant.

Marty Sennett stated that he is in favor of both proposals but has been working with the City of West Lafayette and the state to pave along River Road. This time of year, the rains cause flooding and it is a detriment to using the bus service. He would rank the West Lafayette application as #1 and Lafayette as #2.

There was a general discussion about both proposals among multiple groups.

Marty Sennett moved to rank West Lafayette as #1 and Lafayette as #2. Opal Kuhl seconded. The motion was approved by voice vote, with Mike Yamin voting as "present".

#### **IV. 2006 PRELIMINARY FATALITY CRASH ANALYSIS:**

Melissa Baldwin stated that there were approximately 5700 roadway crashes in 2006, with a little over 1000 resulting in injury and 21 fatalities. In many instances locating crash sites by latitude and longitude are a problem. The state police are working to fix the problem. The average age of the drivers is 35 with alcohol being involved in many of the crashes. Not all reported data associated with the accidents make it into the VCRS database. She will be contacting the local law enforcement agencies as well as INDOT to see if there is anything that can be done locally to improve the data.

Sallie Fahey stated that one thing she and Melissa have talked about is to have everyone agree on street names. She used Sagamore Parkway West as an example and stated if there was a crash there, Melissa would have to look under US 52, Sagamore West or Sagamore. Right now she has to dream up every possible way that street could be named. She would like to see a protocol established.

Melissa Baldwin added that INDOT is considering putting a map into the crash reporting system where there will be a point to click on a location. She feels that would be a vast improvement. This past year, she believes everyone in Tippecanoe County has transitioned into the electronic recording.

Randy Walter stated that it is very useful to use the laptops.

Mike Yamin informed Melissa Baldwin that John Nagel is the INDOT contact.

Jon Fricker asked about the 5% report.

John Thomas stated that there is a statewide report done by INDOT that identified the top 5% worst accident locations. That report was distributed to the Committee a couple of months ago.

Jon Fricker then asked Chris Weaver if the latitude and longitude are put in when filling out a crash report.

Chris Weaver responded that GPS is used.

Melissa Baldwin stated that the new name for the state database is ARIES.

Jon Fricker asked how she gained access to the **VCRS (ARIES)** data.

Melissa Baldwin replied that all MPO's have access but that she cannot give it to anyone else.

Mike Yamin again suggested talking with John Nagel.

Jon Fricker asked Melissa Baldwin how she would collate the data.

Melissa Baldwin responded that the last crash report being prepared is for 2001. After Road School, she realized there was a need to meet with law enforcement sooner. 2006 will be completed first and then staff will work back to previous years. She wants to make sure that all the information for 2006 is correct before getting any further into the year.

Sallie Fahey stated that the state's ITS architecture, includes a project to put 2/10 mile markers into the system. During the review, we requested that they be extended all the way up I 65. She also expressed a long standing concern regarding the curve on I 65 southbound into the Wildcat Creek valley. There were 4 fatality crashes along that curve and without GPS or 2/10 mile markers, it cannot be determined if the curve design is a problem. She suggested checking the data from the tow-truck drivers for slide offs not involved in a crash.

Jon Fricker agreed that that is a problem area.

Melissa Baldwin suggested that paper copies of accident diagrams may be requested by the APC if the VCRS does not improve the database or access to the supplemental data sheets containing the diagram and/or narrative.

## **V. HIGHWAY DESIGN FOR OLDER DRIVERS AND PEDESTRIANS:**

Sallie Fahey hoped that the Committee had an opportunity to look over the material she passed out at the last meeting. She apologized that the recent articles by the Journal & Courier treated it as a "done deal". She corrected that assumption. She asked if the Committee would be interested in forming a small committee to look into the issues and "cherry pick" some of the ideas that would be fairly easy and routine to do to improve safety for drivers.

Marty Sennett used Fairington as an example and stated that it was built without thought to public transportation access and set back from the road. He suggested making public transportation more accessible to seniors. This may be an incentive to drive less.

Opal Kuhl stated the IT journal had an article about creating mobility for seniors. The introductory article was written this month and starting next month they will talk more about strategic goals of the mobility choices.

Marty Sennett added that it is time to start looking at community design issues. Friendship House is a perfect example of that. Amenities need to be looked at. The segment of society that is 60+ will grow tremendously in the next few years.

Sallie Fahey agreed and feels that the whole picture may be bigger than the scope of this Committee. The design idea, although a good one, exceeds the bounds of this Committee. The highway work is probably more appropriate for this group, because they maintain the roads and improve the traffic flow. She would like to pursue Marty Sennett's idea in a larger forum.

Dave Buck heard that there is a new report from the insurance institute on highway safety for older drivers. It is in the Monday issue of status report. The report states that 95% of older drivers do not use public transportation because driving is a way to maintain their independence.

Marty Sennett stated that the county and CityBus need to work together.

Dave Buck noted that the report focuses a lot on improving the intersection by providing fewer things to look at, especially at 4-way stops where challenging and complex decisions have to be made.

Sallie Fahey concurred and added that business signage can clutter up intersections and cause distractions to drivers. There are a lot of surrounding land use issues. She noticed this week on a state highway, going east on SR 26 past St. Mary's Cathedral, the next intersection, which is Main and 16<sup>th</sup> Streets, is very confusing. The right lane, which most people think is a straight lane is really a right turn only lane. That has caused problems for many years. This past week, when cresting the hill, there are black and gold signs on each side that show what happens at the next intersection. She thinks they are very effective.

Marty Sennett, Opal Kuhl and Dave Franklin volunteered for the sub-committee. Bob Foley stated that someone will represent Lafayette.

## **VI. STUDY PROGRESS:**

John Thomas stated that staff is continuing to work on SAFETEA-LU compliance as well as working on the TIP. The costs for the 2030 Transportation Plan are being recalculated to reflect the cost for inflated construction, rather than current estimated costs. The public participation process is being documented and Melissa continues to work on crash data and traffic counts. He invited all Committee members to attend the CPC meeting on March 27, 2007 to view, ride on and hear about the hybrid buses. GLPTC has studied how we should be providing service to the eastern and growing southern part of the community.

## **VII. OTHER BUSINESS:**

Sallie Fahey asked if anyone had any corrections for the roster or contact information. She stated that the UPWP FY 08 has been completed. Randy Walter received it on March 1<sup>st</sup> and INDOT is completing its review. Per INDOT's request, the policy committee (APC) has adopted it prior to completion of the review. The process has changed in order to complete approval prior to July 1<sup>st</sup>. Two new traffic counters are included in the UPWP for Lafayette as well as 6 for the county. West Lafayette requested 2 bike-ped infrared counters, which they will pay the 20% match and share with the other jurisdictions. Those will help once the Safe Routes to School program has been coordinated.

John Thomas distributed copies of INDOT's 18 month letting schedule. This is a snapshot of INDOT's priorities. Missing is the US 231 project and the US 52 bridge over the railroad tracks.

Jim Knapp asked if the US 231 project can be lobbied for.

Mike Yamin stated that definitely can be done and INDOT is looking very hard for the money to fund those projects.

Doug Poad asked if US 231 is to be funded by Major Moves.

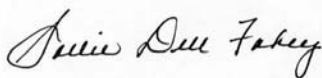
Mike Yamin stated it is a very sensitive subject and the new system is an accountable system where projects are estimated by professionals to the best of their ability with the available information. There is a problem with the utility relocation costs. Additional funds need to be found. The bridge project is provisional.

Jon Fricker stated the next meeting will be April 18<sup>th</sup> at 2:00pm.

#### **VIII. ADJOURNMENT:**

Opal Kuhl moved to adjourn. Marty Sennett seconded.

The meeting adjourned at 3:17p.m..



Sallie Dell Fahey  
Secretary